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SOVIET LOCOMOTIVE ENGINEER INSTRUCTS BULGARIAN RR MEN

PANIN TOURS BULGARIA -- Sofia, Izgrev, 29 Sep 50

During the current celebration of the Soviet-Bulgarian Friendship Month, Ivan Fedorovich Panin, Soviet locomotive engineer, instructor, and Stakhanovite, spent 2 weeks in Bulgaria touring the country and meeting with railroad workers of the Plovdiv, Stara Zagora, Burgas, Kazanluk, and Gorna Oryakhovitsa railroad yards, and those of the Georgi Dimitrov Locomotive and Railroad Car Plant in Sofia. Panin pointed out that Soviet locomotive engineers, besides running their machines, were in charge of maintaining them in perfect condition. Many of them, he said, were fueling their heavy freight locomotives with coal having a 60-percent ash content. Soviet engineers keep their machines spotlessly clean and overhauling time is used only for boiler washing, as no other repairs are necessary; competitions are currently being held to eliminate routine repairs.

During his visit to the Gorna Oryakhovitsa railroad yard, Panin expressed surprise that the Bulgarian railroads were still using copper furnaces in spite of the copper shortage, whereas other countries had adopted iron furnaces. To utilize the steam drive most efficiently, Panin recommended large valves, widely opened during the run, as they are used in the USSR, where boilers are utilized to fullest capacity. The apprehension of some Bulgarian engineers that large valves might waste the steam is unfounded, he stated, as the method produces intensive traction, and increases burning and formation of steam, thus leading to a considerable saving of fuel.

Soviet locomotives, Panin pointed out, always use bronze bearings, whereas the Bulgarian machines have bearings of a much more expensive construction. The heating of axle boxes or bearings is considered a serious mistake in Soviet railroad work; locomotive washings usually take no longer than 14 hours, whereas they take 24 hours in Bulgaria; bearings are changed only after 70,000-kilometers, although in Bulgaria they are discarded after 20,000 kilometers to fulfill the repair plan even when they are in good condition. According to the Soviet system, Panin stated, engineers must work a long time on the same locomotive to become familiar with every detail of its construction, and he cited the

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example of Soviet engineer Papavin, who has been 35 years on the same machine. Coal in the furnace must be well distributed and the boiler must contain only small quantities of water, to maintain steady, even burning and prevent the boiler from cooling off, he said. Furnaces clogged with soot cannot work properly; the smoke must always be light in color and never black.

During his visit to the Plovdiv and Sofia railroad yards, Panin saw many dirty and defective machines. Locomotive No 2003, which had been hauling heavy freight trains, was very dirty and neglected; the brakeshoes were not properly fastened, which could easily produce an accident. Panin remarked that in the USSR a locomotive in that condition would not be permitted to go even 100 meters from the depot.

Bulgarian locomotive brigades are not present during the repair of their machines, which has a bad effect on repair work; swivel bearings are breaking because they are not properly lubricated; asbestos insulation is the most frequently used, but should be replaced by other materials, as asbestos is too valuable and in short supply; and machines must be generally overhauled and put into perfect condition to make them fit for winter trips. The overhauling for winter must be checked by a special commission. Panin demonstrated the methods he recommended by running a heavy freight train himself from Plovdiv to Stara Zagora and assisting a local engineer in running a heavy freight train on the Sofia-Vladaya line.

SOVIET ENGINEER RUNS FREIGHT TRAIN -- Sofia, Rabotnichesko Delo, 25 Sep 50

During his recent tour of Bulgarian railroad yards, Soviet Locomotive Expert Ivan Fedorovich Panin on 18 September 1950 ran a heavy freight train from Plovdiv to Stara Zagora. The train consisted of 64 cars hauled by Locomotive 2003, and carried 1,515 tons of freight, the heaviest load ever carried on this section. The trip was made in 4 hours and 10 minutes, but was interrupted by unduly long stops at Orizovo and Chirpan for reasons beyond the control of the engineer.

Panin stated that in the difficult section of the Sofia-Vladaya line, where it runs over considerable declivities, freight trains nonetheless should carry 1,000 tons instead of the 270-350 tons carried heretofore in this section. He added that locomotives of the "E" series, running on the Stalin-Tolbukhin sector, should also increase their loads from 310 to 550 tons.

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